

# TIME FOR TRAINING TROOPS IN U. S. SHORTENED BY ALLIES

Lansing shows that the Special War Mission "succeeded in its purpose of reaching a definite working plan for the prosecution of the war."

In making public the summary the State Department expressed its gratification at the result because of the mutual helpful spirit manifested and because the plans outlined "will greatly increase the effectiveness of the efforts now being put forth by the United States and the Allies in the conflict against Germany, Austria and Hungary."

Here is the mission's statement of the results accomplished:

## DIPLOMATIC.

1. Full and frank discussion between Col. House, as the special representative of the Government of the United States and the heads of the British, French and Italian Governments with regard to the war policy of the United States and her associates in the war.

2. Participation by the members of the mission in a meeting of the British War Cabinet at which conference a general and useful discussion was had concerning the needs of the Allies and the extent of the assistance to be expected from the United States.

3. Participation by the United States in an inter-Allied war conference held in Paris on Nov. 29. At this conference all preliminary speeches were dispensed with and within half an hour after the conference had been called to order by M. Clemenceau it had split into committees for work.

4. Participation by the United States in a meeting of the supreme war council held at Versailles Dec. 1. Representatives of England, France, Italy and the United States there met as a first step toward securing unity of control of the armies on the western front. This meeting, the first of its kind, assured for the future unity of support on the part of the United States and the Allies.

5. First steps taken in the establishment of a more perfect liaison between the commanding Generals of the United States and the Allies.

## NAVAL.

1. The formation of an inter-Allied naval council to coordinate the operation of the naval forces of the United States and her associates in the war so that these forces may in the future be operated as one in the prosecution of the war on sea and land in conjunction with the land forces.

2. An agreement between the British Admiralty and the Navy Department putting into effect certain plans relating to the prosecution of the naval war against submarines.

3. The formation of a definite plan for the more active utilization of American naval forces in conjunction with those of nations engaged in the war against the Central Powers.

4. Agreement with the British Admiralty making it possible for American naval officers to keep fully informed of the operations and policy of the British Admiralty, so that perfect co-operation between the Navy Department and that body is assured.

## MILITARY.

(1) After conferences extending over approximately thirty days with the chiefs of staff, members of the General Staffs, and Commanders-in-Chief of the Allied armies on the Western front, as well as with the highest civil officials of the respective Governments, the extent of the military effort to be aimed at by the United States was clearly determined.

(2) With this determination in mind, negotiations were carried on looking to the pooling of resources for the mutual advantage of all of the countries engaged in the war against Germany. The contribution of the United States to this pooling arrangement was

agreed upon. The contributions likewise of the countries associated with the United States were determined. This pooling arrangement guaranteed that full equipment of every kind would be available to all American troops sent to Europe during the year 1918.

(3) Unqualified support to the resolution adopted by the inter-Allied conferences looking to the creation of an Allied Advisory Board charged with the duty of advising the shipping authorities of each nation concerning the allocation of tonnage so as to permit the American military effort to be realized.

(4) Full survey made of problem of debarkation in Europe of American military forces and transportation of such forces and supplies to the bases of military operations.

Arrangements made for fullest co-operation between the United States, Great Britain and France in the production of military instruments and supplies of all kinds.

(5) Plans made for the proper organization under naval and military control of ports of debarkation of troops and discharge of cargoes looking to the most economical utilization of tonnage.

(6) Interpretation in military details of the above mentioned arrangements of supreme war council as a step toward efficient and centralized unity of control of military operations.

## FINANCIAL.

(1) Conferences between representatives of Great Britain, France, Italy, Japan, Greece, Roumania and Russia for the purpose of ascertaining the extent of the financial effort necessary on the part of the United States in order properly to co-operate with the governments in making financial arrangements for the prosecution of the war against the Central Powers.

(2) Conferences with the representatives of the above mentioned countries for the purpose of perfecting the organization of an inter-Allied committee which is a primary board whose duty it should be to consider the relative importance and urgency of the financial demands to be made by the concerted effort of the countries waging war against the Central Powers.

Assistant Secretary of the Treasury Charles, the financial member of the Mission, remained in Europe to act as President of the inter-Allied committee.

3. Arrangements begun for the pooling of financial resources by the supplies from neutral countries.

4. Participation in the financial discussions of the inter-Allied conference.

## SHIPPING.

1. Full and detailed reports were received showing total loss of tonnage due to war risks and marine risks from Aug. 1, 1914, to Sept. 30, 1917.

2. The estimated output of new tonnage by the Allies during the year 1918 was ascertained.

3. The proper employment of existing tonnage so that the maximum utilization of such tonnage could be effected was provided for in a resolution adopted by the inter-Allied conference.

The Allies, considering that the means of maritime transport at their disposal as well as the provisions which they dispose of should be utilized in common for the pursuit of the war, have decided to create an inter-Allied organization for the purpose of co-ordinating their action to this effect and of establishing a common programme constantly kept up to date, enabling them by the maximum utilization of their resources to restrict their importations with a view of liberating the greatest amount of tonnage possible for the transportation of American troops.

(4) The whole question of the employment of neutral tonnage in line with the proposals made by neutral countries with respect to this tonnage was exhaustively discussed and plans looking to the favorable result of tonnage negotiations with neutral countries were substantially agreed upon.

5. A survey was completed of the ports of debarkation of American troops and supplies, and plans were made looking to the more expeditious discharge of troops and cargoes so as to permit the return of vessels to their

home ports with the least possible delay.

## WAR TRADE.

1. Full and detailed conferences were held with the British, French and Italian representatives upon trade matters and a complete understanding was obtained of the principles under which these countries were proceeding.

2. A mass of information was obtained with reference to rationing requirements of Switzerland, Norway, Sweden, Denmark and Holland.

3. An agreement between the War Trade Board and the Swiss Society of Commerce was signed and executed by the Swiss delegates and Mr. McCormick, the Chairman of the War Trade Board.

4. Arrangements were made for the participation of the United States in the deliberations of the permanent international commission on contingents dealing in food and on the inter-Allied commission of Bern, Switzerland.

5. Preliminary plans subject to the approval of the War Trade Board were made for the appointment of representatives and staff of the War Trade Board in London and Paris.

6. A detailed study was made of the organization of the British Ministry of Munitions and the supply departments of the British Admiralty and the British War Office and a full statement of the facts and figures in possession of these departments of the British Government was made.

7. The report embodying the results of these investigations containing full statement of the methods in vogue in England for supplying the Army and Navy with munitions and other materials, and also statistics relating to the actual co-operation necessary to be effected for the proper supplying of the armed forces of the countries waging war on the Central Powers.

8. A survey was made of the system in practice in Great Britain relating to the letting of Government contracts and the organization of industries throughout Great Britain.

9. Attendance at inter-Allied conference in Paris and in particular at the meetings of the representatives of the several Allied nations having to do with munition questions.

10. Full conferences with representatives of the United States Ordnance Department in France and French munitions departments.

11. During the several days of the conference in memoranda submitted to the War Department.

## FOOD.

1. A comprehensive and accurate estimate was obtained of the food in the possession of the Allied nations and of the amount that must be supplied to North America during the year ending Oct. 1, 1918. Cabled information had not been of a satisfactory nature and personal contact with the statistical service and food administration of the countries concerned was necessary in order that the necessary data could be more available.

2. The curve of shipments of foodstuffs required from North America for the United Kingdom, France and Italy was fixed for the year ending 1918. It is believed that the programme worked out in the conference will result in the inter-Allied co-operation in the foodstuffs dealing with supplies of foodstuffs will grant greater facilities for the distribution of foodstuffs at a lower cost in terms of tonnage and transportation.

3. In order to permit the United States to visualize the problem of food control in North America, plans were worked out whereby the Governments of Great Britain, France and Italy agreed to put into effect a legalized and compulsory control of foodstuffs in these countries.

4. This meeting of the inter-Allied conference in Paris of an international scientific committee on alimentary to consist of two representatives each from the United States, Great Britain, France and Italy. This committee to be in continuous session in Europe for the purpose of studying the alimentary of the Allies. This committee to stand in an advisory capacity to the food administrations of the aforementioned countries.

5. Dr. Taylor, the representative of the Food Administration on the mission, represented the United States Department of Agriculture in a conference held in Paris to consider the problems of food production in the allied countries during the year 1918. At this conference an inter-Allied agricultural committee was established to consist of one delegate each from the United States, Great Britain, France and Italy, to sit continuously in Europe and to act in an advisory capacity to the Governments named.

## BRITISH FIGHTING AGAINST TEUTONS ON ITALIAN LINES

Another Attempt by the Enemy to Cross the Piave Is Repulsed.

ROME, Jan. 2.—British troops joined in the Allied offensive against the Teutonic line in Italy today. English patrols attacking advanced posts, inflicting losses and taking prisoners, the War Office announced today.

From Fontigo south to Conegliano, Italian and English batteries caused an explosion of two enemy munition depots, the statement declared.

Another attempt to cross the Piave River has been defeated by the Italians, the War Office announced. Italian troops were dispersed at Montebelluna when the crossing was attempted.

Intensified on the west bank of the Piave, ten miles from its mouth. It is just above the region flooded by the Italians to protect Venice and about five miles below the Zenson bridgehead, which the Austrians abandoned after having had a foothold there for several weeks on the western bank of the river.

## LUFBERY JUST ESCAPES IN THRILLING AIR FIGHT

Machine Disabled in Combat With Four German Planes, But He Is Unhurt.

PARIS, Jan. 2.—Lieut. Robert Lufbery of Wallingford, Conn., of the Lafayette Escadrille, had a narrow escape in a fight with four German battle machines last Saturday. The gasoline pipes on his airplane were punctured during the engagement, and although he had the advantage of a higher altitude, his machine became almost helpless through the stoppage of his motor.

Lieut. Lufbery seemed virtually at the mercy of the Germans, but by clever maneuvering, with one of the Germans following him down almost to earth and firing continuously, he managed to escape unhurt. His machine was found to have eleven bullet holes in it.

## MAJOR GEN. MANN HEADS DEPARTMENT OF THE EAST

Was in Command of Rainbow Division in France—Hoyle Retired—Sibert Goes to Charleston.

WASHINGTON, Jan. 2.—Orders were issued today assigning Major Gen. Mann, who has been commander of the Rainbow Division in France, to command of the Eastern Department, with headquarters at Governor's Island.

At the same time Major Gen. Hoyle, retired, was retired from the Eastern Department and returned to the inactive list.

It was reported that Major Gen. Sibert, head of Gen. Pershing's expeditionary force, would soon be assigned to command of the Southeastern Department, with headquarters at Charleston, S. C.

## M'ADOO TAKES OVER ELECTRIC ROAD SYSTEM

Believed to Be First Step to Assume Control by the Government of Other Such Lines.

ALLENTOWN, Pa., Jan. 2.—What is probably the first step in putting electric roads under Government control came in the shape of an order to President Fehr of the Lehigh Valley Transit Company today from Director General McAdoo.

The order places all the company's lines between Easton and Philadelphia, the two lines between Easton and Bethlehem and the line to Nazareth under the jurisdiction of the United States Government.

## "I'M POLICE COMMISSIONER AND NOBODY ELSE"—BUGHER

Politics Will Play No Part at Headquarters, New Chief Tells Inspectors.

"I am to be Police Commissioner and nobody else. Anybody, particularly any politician, who tells you differently has another guess coming."

With these words Police Commissioner Frederick H. Bugher addressed the inspectors of the Department who assembled at Police Headquarters this afternoon to meet their new chief. His talk was of the man-to-man variety.

## BRITISH CAPTURE FOUR MORE TOWNS NEAR JERUSALEM

Allenby Reports 1,000 Turks and Teutons Killed and 600 Prisoners Taken.

WASHINGTON, Jan. 2.—One thousand Turks and Teutons killed, 600 prisoners taken and twenty machine guns captured, in the latest engagement in Palestine, was reported today by Gen. Allenby.

Four towns of "great tactical importance" north of Jerusalem have been captured in the latest British drive and the defense of the Holy City materially strengthened.

Four Teuton divisions (at least 60,000 men) are operating with the Turks in the Holy Land, the official report stated, declaring that a number of the prisoners taken have been identified as belonging to divisions known to have been in training at Neuhammer, in Silesia, last summer.

Further proof of the perfidy of Vienna in announcing recently that an attempt would be made to retake Jerusalem was given in Allenby's announcement that "the enemy attack on Dec. 27 was specifically intended to retake Jerusalem."

"Not only was the attack completely repulsed, but our counter-offensive succeeded in driving the enemy back seven miles," the report said.

Rakelsh, on the coast railway between Judd and Nabulus, has been taken and large stores of munitions destroyed. Drives in Allenby's next objective, according to military experts.

"We have occupied Beitin El Halah, Kh Elbur, Jatta Hras and Kerker," the report states. "These operations have resulted in inflicting a serious defeat on the enemy. Our offensive is progressing favorably in all directions. The morale of our troops is fine. German prisoners captured indicate that the Teutons are striving desperately to bolster up Turkish morale."

## CLOSING QUOTATIONS.

With out changes from previous close.

Stocks	High	Low	Last	Chg.
Am. Gas & Elec.	100	98	99	+1
Am. Ice	100	98	99	+1
Am. Lumber	100	98	99	+1
Am. Oil	100	98	99	+1
Am. Sugar	100	98	99	+1
Am. Tobacco	100	98	99	+1
Am. Tea	100	98	99	+1
Am. Wine	100	98	99	+1
Am. Coffee	100	98	99	+1
Am. Spices	100	98	99	+1
Am. Fruits	100	98	99	+1
Am. Grains	100	98	99	+1
Am. Cotton	100	98	99	+1
Am. Wool	100	98	99	+1
Am. Hides	100	98	99	+1
Am. Bones	100	98	99	+1
Am. Tallow	100	98	99	+1
Am. Soap	100	98	99	+1
Am. Paper	100	98	99	+1
Am. Glass	100	98	99	+1
Am. Pottery	100	98	99	+1
Am. Textiles	100	98	99	+1
Am. Metals	100	98	99	+1
Am. Minerals	100	98	99	+1
Am. Fuels	100	98	99	+1
Am. Chemicals	100	98	99	+1
Am. Drugs	100	98	99	+1
Am. Cosmetics	100	98	99	+1
Am. Perfumes	100	98	99	+1
Am. Jewels	100	98	99	+1
Am. Art	100	98	99	+1
Am. Books	100	98	99	+1
Am. Music	100	98	99	+1
Am. Games	100	98	99	+1
Am. Toys	100	98	99	+1
Am. Clothing	100	98	99	+1
Am. Shoes	100	98	99	+1
Am. Hats	100	98	99	+1
Am. Gloves	100	98	99	+1
Am. Socks	100	98	99	+1
Am. Underwear	100	98	99	+1
Am. Outerwear	100	98	99	+1
Am. Accessories	100	98	99	+1
Am. Miscellaneous	100	98	99	+1

## NEW BROOKLYN OFFICIALS HAND OUT APPOINTMENTS

Borough President Riegelmann and Register Webster Make Distribution of Jobs.

Edward Riegelmann, Borough President of Brooklyn, today announced the following appointments:

Joseph A. Guider, Commissioner of Public Works, \$5,000. Guider is the Democratic leader in the Eleventh Assembly District.

Joseph T. Fennelly, Assistant Commissioner of Public Works, \$5,000. He is a lawyer and Democratic leader in the Second Assembly District.

James J. Byrne, brother-in-law of John H. McCuey, Democratic leader of Brooklyn, Superintendent of Public Buildings, \$5,000. Byrne has been chief clerk in that department.

County Register Richardson Webster announced these appointments:

William J. Hefferan, Deputy Register, \$5,000. He is a State Senator and Democratic leader in the Eighth Assembly District.

Charles of Register's office, John Savarese, \$2,500. He is a leader in Italian circles.

Assistant Deputy Register, Edward J. Allen, \$2,500.

Counsel, A. J. Nova, \$2,500. Nova has been on the staff of counsel for the Democratic organization.

## MARLBOROUGH DUCHESS GIVES \$25,000 JEWELS TO AID CHILDREN'S FUND



DUCHESS OF MARLBOROUGH

LONDON, Jan. 2.—The Daily Express states that a magnificent collar, composed of fifteen rows of the famous Vanderbilt pearls, connected by large diamonds and set in plaques, worth in all about \$25,000, is the Duchess of Marlborough's gift to the Children's Jewel Fund.

Three diamond tiaras already have been sent to the Duchess for the fund, of which she is the treasurer. Every woman is asked to contribute one piece of jewelry to help establish child welfare and maternity centers, of which \$500,000 are needed in the United Kingdom.

## HYLAN DEALS OUT MANY MORE JOBS; BUSY FROM 9 A. M.

(Continued from First Page.)

we expected were ushered into the ante-room of the Mayor's office as soon as they arrived. Among them were ex-Senator Conrad Hansing of Brooklyn, Supreme Court Justice Ford, David P. Goldstein, Henry A. Meyer, President of the Brooklyn Business Men's League, who was prominently mentioned for Commissioner of Docks and Ferries; Arthur Murphy, who headed a Tax Commission; former Deputy Chamberlain Harry Walsh, former Senator Charles P. Harwood, Assistant Corporation Counsel Charles J. Druban, David Hirschfeld, a close friend of the new Mayor, and Alderman Frank P. Bent, in whose district Hyman lives.

Former Comptroller Bird S. Coler, who is now Charles Commissioner, was asked today if he had decided upon his deputies.

"I am very sorry, but I cannot discuss appointments," said Mr. Coler, "neither can I discuss any of the affairs of my office for publication."

Alfred J. Johnson, City Chamberlain, gave reporters to understand that while he would always be glad to see them, they need not expect any news from his office.

As explained by one of the officials, Mayor Hyman believes that if each department attempts to give out news at this stage there will be considerable confusion. Therefore, it has been decided until further notice to have all news emanate from City Hall.

"There are 35,000 cars of freight backed up against the Jersey shore of New York harbor now. It is not these cars alone that are blocked. They have served to back up the congestion far into the interior. We have got to clear away the New York region first in order to afford relief further back. Improvements are being made in the handling of Government shipments."

"Now, above all, I want men, able-bodied men to work on the roads. If you can send me men the problem will be helped all the quicker."

200 CARLOADS A NIGHT THROUGH TUNNELS, IS PLAN.

Use of the Pennsylvania Railroad relieving the situation.

## RUSH COAL AND FOOD HERE, DIRECTOR SMITH'S ORDER TO THE ROADS

(Continued from First Page.)

or anything equally powerful—to smash into the blocking flows.

For the first time the great forces of transportation, Government and private, were brought into co-operative effort, the navy assisting the railroads and the Mayor of New York City called to contribute help to what a few days ago was a private enterprise.

As Mr. Smith surveyed his big job he quickly formulated his plan of campaign operations. New York City's troubles were but one of his problems, but the clearing up of New York's blockade was of first importance in order to open the gateway and release the clogged traffic behind. Therefore he gave direct attention for the time being to the local situation.

Asked just what were his plans and where priority would be given to coal over all other freight, Mr. Smith replied:

"I refer you to the general instructions I have issued to all lines in my territory. Note this paragraph: 'Please direct every attention to clearing your line of any congestion that exists, wiring me of any condition which is beyond individual control.'"

"That means that managers of railroads are to take whatever action is necessary, and with such a free hand, I think, that can take care of details. 'Now, as to priority orders. They no longer exist, and it will not be necessary to issue any for coal. Note this paragraph of the instructions: 'You are authorized to disregard priority orders to the extent necessary to clear up a serious congestion, keeping in mind vital necessity for moving food and fuel. Wire me particularly where coal is congested without prospect of immediate movement.'"

COUNTRY MUST HAVE FOOD AND FUEL, SAYS SMITH.

"The country must have food and fuel. Those things are to have our first attention. I have not issued any priority orders for them specifically, because the instructions call attention to the vital necessity of moving them. I think that is sufficient for railroad operators to go on."

Among the questions asked Director Smith were whether he had ordered the Pennsylvania tunnels used for freight; whether consolidation and elimination of passenger traffic had been ordered; whether exchange of equipment and facilities had begun; whether Government shipments clogging New York had been stopped. These were his answers:

"Pennsylvania Railroad officials are now working out the problem of using the tunnel for coal transfer under New York. There are many technical details that have to be arranged first."

"Authority has been given all managers to eliminate passenger service where it interferes with giving necessary freight service. The extent is left to discretion of roads concerned. I am not yet advised of what is contemplated or been done."

38,000 FREIGHT CARS TIED UP ON NEW JERSEY SHORE

"Regarding common use of facilities and equipment, instructions have been sent out as follows: 'Keep in touch with your connections and afford help to each other in any way possible to further general movement.'"

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## LEHIGH VALLEY LIGHTERS COAL CARS INTO N. Y. SAVING TIME AND LABOR

(Continued from First Page.)

Many plans were put into effect today to relieve the coal shortage. Coal was taken to Greenville, N. Y., and then by a short water route.

By Ridge, thence by the new Bay Ridge extension to the Sunnyside yards.

The Lehigh Valley Railroad delivered many cars of coal today at the yards at the foot of West 27th Street where they were unloaded by dealers. The cars were run onto railroad barges and the barges brought across the river by tug. This method saves the labor of unloading from cars in Jersey City, reloading on barges and unloading again in New York.

Director General McAdoo has outlined to Mr. Smith's detail plans to keep coal moving. One of these is the possibility of calling on troops, in case the labor shortage grows more acute, to break up the coal now piled at New Jersey tide water points. The Director General is also considering an arrangement with Mayor Hyman to have a large force from the New York City Cleaning Department aid in the work.

To get coal to New York City through the Pennsylvania tunnels will be necessary simply to take the cars to the huge yards of the Long Island Railroad at Long Island City which have a distributing capacity of 10,000 tons a day. It may save from three to seven days in the distribution to consumers.